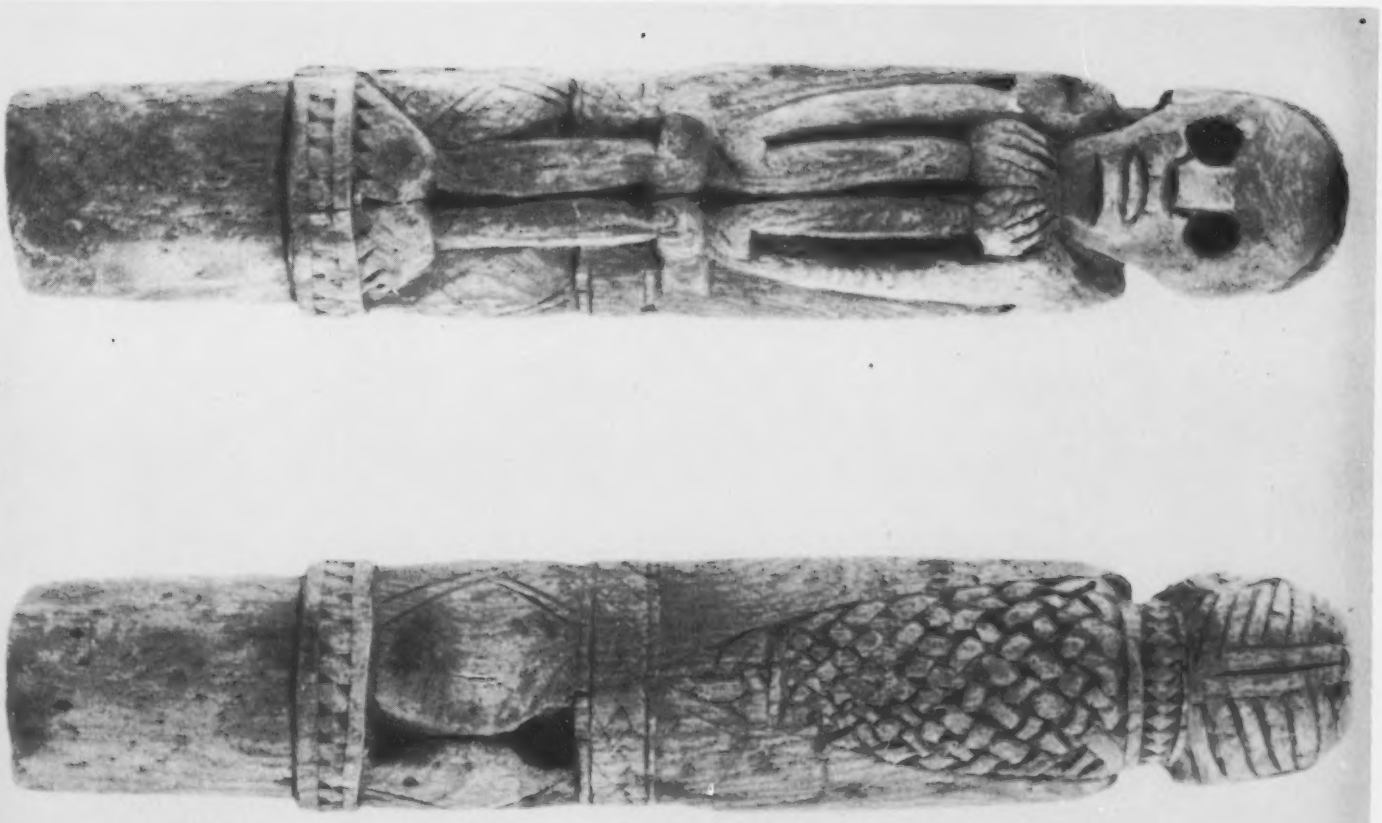

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THE IRISH DEFENCE JOURNAL MAY 1979 30p

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COVER:

Carved wooden figure, possibly for use in pegboard game. About 10cm (3⅞") high. Mid 11th century.
(Photo: Nat. Museum of Ireland)

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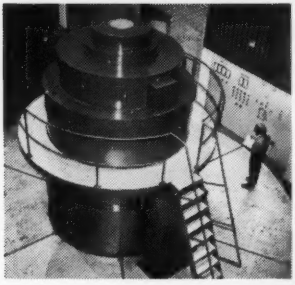

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A Bushman Family.

NAMIBIA

and the Role of UNIFIN

Comdt. N. Leckey, A.H.Q.

NAMIBIA has long been the scene of bloody battles between people of different tribes and cultures — battles fought for possession of fragments of this vast land.

In 1485, Diega Cao, a Portuguese navigator, landed on the coast of Namibia. Remnants of the cross which he erected to mark the landing have been sent to a museum in East Berlin, and a replica of the original cross stands in its place at Cape Cross. Three years later Bartholomew Diaz landed at a point close to the present-day site of Luderitz.

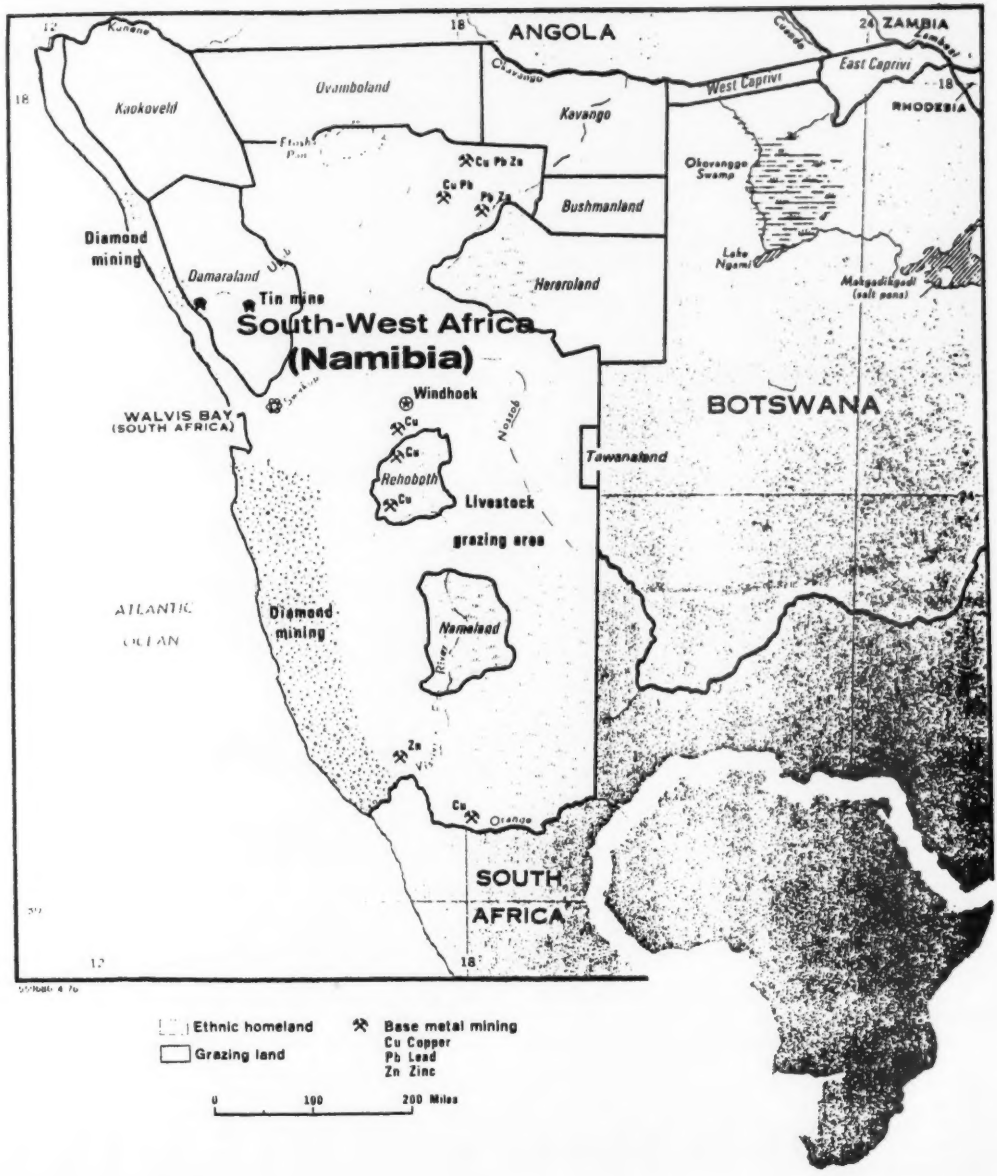
In 1760, Jacoous Cootzee crossed the Orange River. He was the first white man to do so. His account of the vast expanse of perfect grazing is substantiated by Van Reenen and Branut when they visited the country in 1792. Their unsuccessful search led them into Dameralans where they encountered the strange long-haired Berg Damaras.

The primitive tribes of the interior were profoundly influenced by the missionaries who began to arrive at the beginning of the 19th century. The London Missionary Society, withdrew its representatives in 1821 and they were succeeded by the Wesleyans. Eventually the mission stations established by the Wesleyans were handed over to German missionaries who belonged to the Rnenish Missionary Society.

A great wave of warfare swept the country in the 1860's when the Hereros fought to gain their independence from the Hottentots who were oppressing them. Although the Hereros were victorious, guerilla warfare continued to break out in the 1870's. The chronic state of unsettlement which prevailed during this period resulted in the Rnenish missionaries making an appeal for the country to be placed under British protection. The request was refused, but finally the British Government agreed to the acquisition of Walvis Bay and some 644 km^2 of land around it.

In 1883, Luaeritz, a Bremen merchant, annexed Angra Pequena (now known as Luderitz) and 322 km^2 of land arond the bay. To the great consternation of the traders who had settled along the coast, Bismarck declared this area to be under German protection. Fearing a German invasion, the Herero chief of Damaraland negotiated unsuccessfully to cede his territory to Britain, and in 1885 the German army seized Damaraland. With the exception of the British territory around Walvis Bay, Germany gained complete control of the country with the seizure of Windhoek in 1890.

In 1893, the Hottentots under the leadership of Rendrik Witbooi, revolted against the German regime, of which the military commander was Captain Von Francois. The Hereros revolted in 1904. In 1904, General Von Trotha launched an intensive campaign against them and, after much bitterness and bloodshed, hordes of Hereros fled to Botswana.


ANGOLA
ZAMBIA
RHODESIA
BOTSWANA
SOUTH AFRICA
South-West Africa (Namibia)
WALVIS BAY (SOUTH AFRICA)
ATLANTIC OCEAN
Kaokoveld
Ovamboland
Kavango
West Caprivi
East Caprivi
Bushmanland
Hereroland
Damaraland
Tawanaland
Namaland
Diamond mining
Tin mine
Windhook
Rehoboth
Livestock grazing area
Okovanggo Swamp
Lake Ngami
Makgadikgadi (salt pans)
Kunene
Okavango
Cuando
Zambezi
Nossob
Orange
Cu Pb Zn
Cu Pb
Pb Zn
Cu
Zn
Ethnic homeland
Grazing land
Base metal mining
Cu Copper
Pb Lead
Zn Zinc
0 100 200 Miles

Namibia remained under German rule until the outbreak of the first world War.

In 1915, German troops surrendered to the South Africans who joined the Allies in the war against Germany. In terms of the Treaty of Versailles, South West Africa/Namibia was entrusted to the Union of South Africa by the League of Nations, to be administered as an integral part of the then Union of South Africa.

With the outbreak of World War II the League of Nations ceased to exist. For more than half a century, the Africans of Namibia — outnumbering the whites of the country by ten to one have been under the domination of South Africa. The problem of Namibia (or South West Africa as the territory was known until 1968) has been the concern of the United Nations since the early days of the Organization. It was South Africa's contention that is continued to administer the territory in the "spirit of the League of Nations Mandate" but that its obligations to the league did not carry over to the United Nations. The opposite views of most other United Nations members, and of one International Court of Justice, did not alter South Africa's position. Refusing to recognize United Nations authority regarding the territory, South Africa kept South West Africa/Namibia out of the United Nations trusteeship system. All other Mandate territories on the other hand, either became independent or were placed under trusteeship. The General Assembly at the Security Council of the United Nations continued its pressure on South Africa and strove to achieve more far-reaching objectives: the evacuation of all South African military forces, release of political prisoners, repeal of apartheid laws and practices, UN supervised elections based on universal suffrage and preparations for full independence. Various measures and numerous proposals were adopted by the Security Council over the years without any agreement from South Africa. However, since the passing of Security Council resolution 385 in 1976 the five Western nations successfully persuaded the South African Government to grant independance to Namibia. On 27 July 1978 the Security Council adopted resolution 431 taking note of the proposal for a settlement of the Namibian situation contained in the five-nation document of 10 April 1978, which requested the Secretary-General to appoint a special Representative for Namibia in order to ensure the early independence of Namibia through free elections under the supervision and control of the United Nations.

UNITED NATIONS ROLE

The Special Representative of the Secretary-General accompanied by a staff of United Nations officials and military advisers visited Namibia from 6 to 22 August 1978 for the purpose of carrying out

A Namas Family.

THE PEOPLE

The contrasts between the people of Namibia are as striking as those of its landscape. Ovamboland and Kavango in the north, are the homes of the Ovambo and Okavango tribes.

Bushmen are still found in Namibia near Tsumkwe. Many of them maintain their traditional way of life, hunting with bows and arrows. The Bushmen, the Nama and the Damara are the oldest inhabitants of the Southern portion of the territory.

The Namas are a Khosian people, while the Damaras are a dark, negroid people of unknown origin who differ greatly from the Bantu people, although they speak the Nama language, having no language of their own.

The Hereo tribe, traditionally nomadic herdsmen, entered the territory from the north. Firece conflicts arose when they encroached upon the pasture-lands of the Namas.

Among the 12.1% white population the German tradition and influence is very pronounced and the German language is widely spoken.

The Europeans and substantial members of the African and coloured populations are Christians. The principal missionary societies are Lutheran (321,000), Roman Catholic (46,000) and Anglican (5,000).

THE ECONOMY

Mining: *The discovery of diamonds led to the development of what is today the territory's most valuable industry. There are also extensive mineral deposits of lead, tin, silver, uranium, copper,with many of them as yet unexploited. It is estimated that the yearly profit from mining is in the region of R150 million. (1 Rand = $1-5).*

Fishing: *The fishing industry is the second most important in the economy of the country. It provides employment for about 7,000 workers with an annual output of approximately R50 million.*

Farming: *Farms in the north of the country usually average about 5,000 hectares, and in the arid south they are considerably larger. Caile ranching has become an important industry. From 25,000 to 400,000 slaughter-stock (worth up to R80 million) are sold annually. In the south Karakul lambs, the "black diamonds" are reared in large numbers. The fat tailed indigenous sheep thrive on the scrubby vegetation of the arid south. The export of Karakul pelts has long been of great importance. The industry now earns some R50 million annually in foreign currency.*

A Park in Windhoek.

Desert at Aus.

Photographs of Namibia by Capt. R. Twomey.

PHYSICAL FEATURES

Namibia covers an area about three-quarters the size of South Africa. It is approximately 160 miles wide at the Southern boundary, 722 miles wide at the northern boundary, with 500 miles between these boundaries. it is bordered on the north by Angola/Zambia, on the east by Botswana, on the south by South Africa, and on the west by the South Atalntic Ocean. The terrain includes arid deserts, high shifting sand dunes, salt pans, broken veld, bare rocks, rugged mountains and gentle plains. The northern area is flat and featureless. The grass ountry of the south changes as you come north to forest type vegetation. This vegetation is so thick that visibility is reduced to a few metres and has a direct bearing on military operations. Air surveillance and reconnaissance is difficult.

The climate is generally hot and dry. The hottest period is during December to February when temperatures may reach 100°F in the north and 120°F in the Namib and the South. July is the coldest month and frost is not unusual. Rainfall in the territory increases from south to north. In the arid Namib mean rainfall is less than 4 inches, while in the north along the Caprivi Strip, the rainfall increases to between 24 and 26 inches. Most of this rainfall occurs in the Eastern Caprivi from October to April and in Owambo, from November to April. It rains in the north approximately 50 days per year. There is a critical shortage of water in the north outside of the rainy season. This water shortage compounds logistic support and can create hygiene problems.

a survey of all matters relative to the implementation of resolution 431 (1978). (An Irish officer, Capt. Ray Twomey, then serving with UNTSO, accompanied Maj. Gen. Hannes Phillipp on this visit.) The military aspects of the operation, with special reference to the introduction and functioning of the military component of the United Nations Transition Assistance Group (UNTAG) were fully investigated by the military advisers. For the purpose of this feature the military component is referred to as the United Nations Interim Force in Namibia (UNIFIN).

Terms of Reference

The terms of reference of the United Nations Interim Force in Namibia (UNIFIN) are essentially to assist the Special Representative of the Secretary-General for Namibia in the fulfilment of his mandate. In this regard the Force will perform the following tasks:

- To monitor the cessation of hostile acts by all parties;
- To monitor the restriction of both SADF and SWAPO troop restrictions to base;
- To keep borders under surveillance and to prevent infiltration;
- To monitor the reduction of SADF to the agreed strength and deployment of those forces to agreed locations;
- To monitor the dismantling of the command structures of Citizen Forces, Commandos and Ethnic Forces, including the jwithdrawal of all SADF members attached to these units, and supervise the confinement of all arms and ammunition of Citizen Forces and Commandos;
- To be prepared to respond on special request from the SRSG to assist in the maintenance of law and order;

  To be prepared to assist and support within the capabilities of the Force the civilian component of UNTAG.

As in the case of previous United Nations peace-keeping forces, three essential conditions must be met for the Force to be effective. Firstly, it must have at all times the full support and backing of the Security Council. Secondly, it must operate with the full co-operation of all the parties concerned. Thirdly, it must be able to function as an integrated and efficient military formation.

The Force in Namibia differs from previous peace-keeping forces in two main respects. Firstly, it is one component of a larger combined UN operation and, secondly, it can have, in addition to purely peace-keeping responsibilities, a supporting function in relation to other components of the operation.

The depolyment and functioning of the UN Force must take into account the specific geographic, demograpic, economic and social conditions prevailing in Namibia. These include, in particular, the vast distances and varied nature of topography and vegetation; the varied range of climatic conditions; the scarcity of water; the population distribution and existing communication network; the distribution and concentration of ethnic groups; the lack of an adequate infrastructure in the north, such as roads and other communications and facilities; the almost total dependence on the support of personnel of the South African armed forces, of the administrative, economic and social structure in large parts of the northern area.

The population of the country, composed of twelve ethnic groups and with tribal divisions within those groups, will affect UN operations. Attention must be given to tribal distribution, customs and to tribal government systems so that UN activity will not disrupt local people unduly. In the north the SADF provides direct support in many aspects of government and the economy and the impact of their withdrawal must be recognized, particularly in regard to water supply, medical and educational support, air-field operation, etc. Ethnic forces now trained and maintained by the SADF represent a significant element in some population groups; for example 10% of the Bushman race are directly dependent upon the Defence Forees and a substitute supporting structure needs to be provided by the UN to avoid serious hardship on withdrawal of SADF elements.

The country is generally quiet except along the Angola/Namibia and Zambia/Namibia border areas. The intensity and frequency of the clashes along the Angola/Namibia border area, especially around central Ovamboland is much higher than that in the Zambia/Namibia border area or Eastern Caprivi. Incidents along these two border areas have greatly increased over the past few months. There are no known SWAPO bases in Namibia. SWAPO bases are reported to be concentrated in Angola and Zambia.

PROPOSED U.N. DEPLOYMENT

The Force will undertake the following tasks in the fulfilment of its mission:

(1) Monitor the cessation of hostile acts by all parties.
(2) Monitor the restriction of both South African Defence Forces (SADF) and South West African Peoples Organisation (SWAPO) troop.
(3) Keep borders under surveillance and prevent infiltration.
(4) Monitor the reduction of SADF to the agreed strength and deployment of those forces to agreed locations.
(5) Monitor the dismantling of the command structures of citizen forces, commandos and ethnic forces including the withdrawal of all members of SADF attached to these units.
(6) Monitor the confinement of all arms and ammunition of citizen forces and commandos to drill halls.
(7) Monitor all military personnel performing civilian functions.
(8) Assure that all military installations along the northern border are deactivated or placed under UN supervision and provide security for vital installations in the northern border area that have been previously dependent on the SADF for protection.
(9) Be prepared to respond on special request from the SRSG to assist in the maintenance of law and order.
(10) Be prepared to assist and support the civilian component of the United Nations Transition Assistance Group (UNTAG) within the capabilities of the force.

Western Command

Members of the 28th Inf. Bn. who participated in the Military Display at the St. Patrick's Day Parade in Sligo. **Front, L. to R.:** Ptes. E. O'Brien, M. Greham, T. Carlain, D. Rvane, P. O'Brien, P. McDavitte. **Back, L. to R.:** Pte. J. McCullagh, Cpl. R. Clancy, Pte. P. Barry, Cpls. M. Kavanagh and J. O'Neill, Ptes. R. Barlow, J. Browne, B. Sheeran. **On right,** the Parade.
(Photos: Sgt. J. O'Brien)

At a ceremony held in St. mary's Church, Westport, a Cross was presented to the church in memory of Pte. Tony Heraty who was killed in a road accident in February, 1978, by his comrades in the 28 Inf. Bn. **Back, L. to R.:** Sgt. T. Sweeney, Pte. W. Gavigan, Sgt. J. O'Brien, Pte. T. Heraty (brother of deceased), Pte. J. mcCullagh, c/s C. Reidy, Fr. A. McElroy. **Front, L. to R.:** Pte. R. O'Shea, Fr. J. O'Malley, Mr. T. Heraty, Mrs. T. Heraty, Fr. A. Ward, C.F. 28th Inf. Bn., Pte E. Keane, Sgt. C. Dunleavy.
(Photo: F. Dolan, Westport)

44 Inf. Bn. UNIFIL — Medal Day

Pictured from L. to R.: Comdt. D. Hearns, Force Commander Maj. Gen. E. Erskine and D/COS Col. H. McDwyer on way to reception, prior to Medal Parade.

Lt. Col. V. F. Savino makes a presentation to the Force Commander, Maj. Gen. E. Erskine, at the reception.

Force Commander, A.G. and Q.M.G. salute during the playing of the National Anthem.

The Battalion Pipe Band play at the reception.

Pte. John Dillon of GTD Curragh renders a song at the reception.

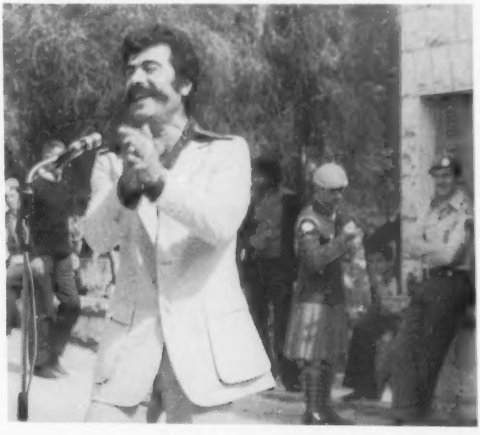
Cpl. J. Dyland, 2 Fd. S&T Coy, sings a song during the reception.

44 Inf. Bn. UNIFIL

An AML 90 passes the Saluting Base. Officer i/c Saluting Capt. N. Cremin, AAS. Naas; Gunner, Tpr. H. Hanley and Driver, Tpr. D. McNamara, both of 1 Armd. Sqn., Curragh.

The Muctar of Tibnin and his niece who is reading an English translation of his speech at the reception.

B.S.M. C. Houlihan photographed outside Bn. HQ with friends. ("Q" Branch note the umbrella and rubber boots!)



One of the locals "Jon" gives a song at the reception.

'C' Coy personnel — L. to R.: CQMS M. Chapman, Co. Roscommon; Pte. M. McCaffrey and Cpl. J. Caheny, Sligo; Cpl. A. Sherlock, Co. Roscommon.

Ptes. S. Loonam, and P. J. O'Connor both from Offaly — 'C' Coy.

Naval Service

Ex.-C.P.O. Jim McIntyre receiving a presentation from Lt. Cdr. W. R. Murphy, A/C.O., Naval Base, Haulbowline. In the centre is Mrs. McIntyre.

(N.S. photo)

L. to R.: Recruits D. Duggan, W. Doyle (Best Recruit) and R. Dupuy, from Class "Mike", who passed out recently at the Naval Base, Haulbowline.

(N.S. photo)

Ex.-C.P.O. Jack Banim was the recipient of a presentation on retirement, with Mrs. Banim.

(N.S. photo)

Recruit Class "Mike" who passed out at the Naval Base. L. to R., **Back Row:** Recruits J. Kenny; P. Trill; W. Doyle; R. O'Halloran; A. Hayes; A. Curristan. **Front Row:** Recruit D. Duggan; Petty Officer W. Hayes, Instructor; Lt. Cdr. P. Kavanagh, School Comdt.; Ensign G. O'Flynn, Recruit Training Officer; Leading/Seaman B. O'Dea, Class Instructor; and Recruit R. Dupuy.

(N.S. photo)

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Staff of HQ. UNIFIL on a visit to the sea of Galilee with their wives are: C.Q.M.S. T. Browne, AHQ; Sgt. T. Stafford, McKee Bks.; and Sgt. T. Donovan, Stephens Bks., Kilkenny.

Dir. of S/T Col. W. Prendercast inspects Honour Guard on the occasion of his inspection of Transport, 28th Inf. Bn., Finner Camp. **Above, L. to R.:** Sgt. A. McMahon, Pte. P. Hurley, Pte. F. McDonagh, Pte. S. Callaghan, Pte. P. Boyle, Pte. M. Noone, and Pte. J. Hand. **On Left:** Cpl. J. Goldzboro, Cpl. P. Hartigan, Cpl. R. Clancy, Pte. L. McCaffrey and Pte. D. Ruane, line up.
(Photos: Sgt. J. O'Brien)

NCOs PROMOTIONS — MARCH

Rank	Name	Unit	To
Bty. Qms.	Kerran, A.	6 Far.	R Qms.
CQMS	Delly, J.	24 Bn.	BQMS
CQMS	O'Mathuna, D.	1 Bn.	BQMS
Sgt.	Hamilton, M.	3 Grn. AOC	c/s
Sgt.	Foyle, J.	2 Hosp. Coy.	c/s
Sgt.	Grant, P.	D/COE	c/s
Sgt.	Byrne, L.	4 Grn. Ord.	c/s
Sgt.	Keane, C.	2 Far	c/s
Sgt.	Mullins, O.	D/Arty	CQMS
Sgt.	Fitzpatrick, W.	G T Depot	CQMS
Sgt.	Codd, M.	2 Far	CQMS

The Archaeological Significance of Wood Quay, Dublin

Patrick F. Wallace*

View of outer aspect of late 11th century wall, with Christchurch Cathedral in background.

SINCE 1974 the archaeological excavation of this four acre site has revealed at least seven stages by which Dublin's medieval waterfront was advanced into the tidal estuary of the river Liffey between the 10th and 14th centuries. Earthen banks of the 10th and 11th centuries, a stone wall of the late 11th century, a series of wooden quay revetments of the 13th century, and an early 14th century stone quay wall have all be unearthed.

Whereas the previous National Museum excavations in Dublin, which had been directed by Mr. A. B. O Riordain since 1962, have thrown considerable light on the dwelling places and industrial sectors into which the early medieval city appears to have been divided, the present waterfront excavations at Wood Quay have provided new information about the development of the port, the earliest defences and date of the first stone wall in addition to information on street topography, houses, boundary fences and pathways. Apart from information about the port, the excavations have shed light on early shipping and ship building, on carpentry, on the impact of Norman trade before the 1169 A.D. invasion, on the differences between the material cultures of the Vikings and the Anglo-Normans, on the influence of the native Celtic material culture on that of the Vikings and on the continuity of urban property boundaries during the 10th, 11th and 12th centuries.

The Wood Quay site is bisected roughly from east to west by a stone wall, built about 1100 A.D. This wall delimits the pre-Norman town. The 1977-79 excavation programme has concentrated on the pre-Norman (10th, 11th and 12th centuries) area south of this wall while the 1974-76 programme dealt with the area north of this wall, which was reclaimed during the gradual expansion of the Norman port in the 13th century.

Pre-Norman Structures:

While evidence for the earliest settlement of Dublin — the 841 A.D. longphort — has not yet been found in the Dublin excavations, recent work has shown that low flood banks were dug out of the boulder clay above the high water line, probably in the early 10th century. Sometime later, about 950 A.D., the Vikings erected an embankment along the high water line of the shore. This bank was built on top of dumped refuse, animal bones and cess pits on the shore, and was stabilised at its core by a post- and wattle fence and was comprised of earth and gravel and bonded with estuarine mud. It was placed on the rising ground of the river bank which made its external aspect much higher than its internal. It was protected from the erosive action of the tidal river by a post and wattle breakwater which was secured in a channel cut into the rocky shore. While this bank may have been intended as a flood bank to keep dry the houses and gardens of the slope above the Liffey there can be little doubt that the higher western part was also defensive. A deep narrow ditch which was cut into the natural

These mortised boards originally fronted a 10th century embankment but are here seen re-used in an early 11th century embankment.

Remains of 11th century house set between two boundary fences with access laneway (left, marked by ranging rod) and brushwood bedding (between ranging rods) and sand floor. Originally had a central hearth since removed by later cesspit (at bottom right).

limestone bedrock outside this bank could have been defensive but may also be connected with the retention of water at low tide for docking ships. A boarded slipway(?) on the outer slope of part of this embankment appears to have been removed in antiquity. A cobbled pathway was constructed inside the parallel to the top of the eastern part of this embankment.

About 1000 A.D. a second embankment built in at least four different structural phases was erected outside or further out in the bed of the Liffey than the early embankment. The breakwater basketry of the early bank was partly used to retain the later bank which was also protected by a post and wattle breakwater. Gravel, stones, mud and earth were used in the construction of this bank which was stabilised by horizontal poles and boards robbed from the outer slope of the early bank. It appears to have been partly flat topped, and was crowned by a stave palisade which was anchored or tied from the inside. In its final phase it was covered over with estuarine mud brought from the bed of the river. This dried out and formed a hard and firm surface.

The stone wall revealed in the course of the present excavations represents the next advance into the Liffey. This wall which measures about one and a half metres in width and possibly about three and a half metres in original height runs parallel to and north of the second embankment. It was partly built on a dry-stone plinth or base and was mortared in its higher courses, the mortar on its outer face having been eroded (by the tidal estuarine waters?). This wall runs east-west and turns sharply N.E./S.W. before resuming its east-west line towards the west of the site. The sharp change in orientation was due to the change from limestone outcrop to less stable gravel, or to a natural pool in the estuary at the confluence of the Bradogue and the Liffey estuary or, simply, to a desire on the part of the builders to follow the line of the earthen banks — the positions of which may have been influenced already by a combination of similar natural conditions.

Numerous finds of imported grey wares of French origin, glazed Andennes wares and red painted wares from Normandy unearthed in the organic refuse dumped inside the wall to stabilise it from the pressure of tides, indicate that Dublin was part of an active Franco-Norman trading network long before the Norman Invasion of 1169. This reinforcing layer which was covered with a deposit of estuarine mud suggests that the early city wall was not free-standing but was possibly a quay-wall.

South of the wall and embankments, the excavation has concentrated on the 11th and 12th century houses and on the boundary fences between which they were situated. As is known from the National Museum excavations at High Street and Christchurch Place, these houses are of rectangular plan and measure about 20ft. long by about 12ft. across. They have hearths at the centre of a mud floor and a bedding of brushwood layers along the sidewalls. Only the ground plans of these houses survive. One of the most important discoveries of the present excavations has been the recognition of the continuity of property boundaries from the 10th into the 11th and 12th centuries. In the three metres or so of layered organic habitation remains which survive boundary fences replaced one another in exactly similar positions, showing a continuity of, and respect for, property boundaries in Viking Dublin. It is hoped that the present excavations will establish the original early 10th (or even 9th?) century lay out of these boundary fences and houses

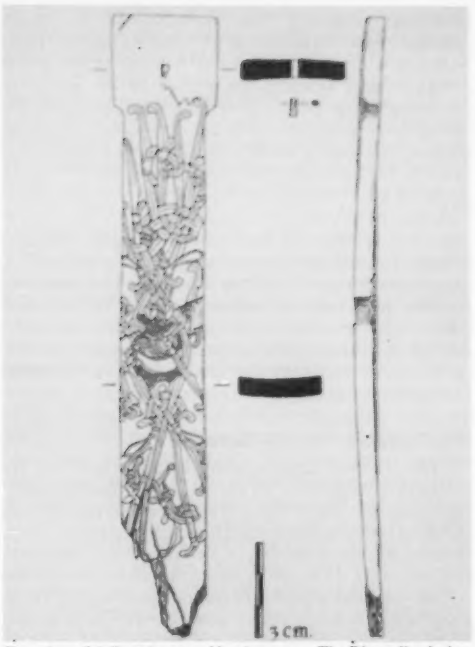
Decorated wooden object of unknown purpose. The 'cockscombs' consist of carved openwork. Ringerike design. 11th century.

along Fishamble Street. It is also hoped to investigate the relationship of the earliest property boundaries to the first waterfront embankments and, hopefully, to indicate the extent to which the topography of this part of the earliest city was determined by the position of the banks.

Also uncovered are the remains of footpaths made of transverse split logs and cess or rubbish pits, sometimes lined with supporterd weather-boards. It should be stressed that most of these features only survive in a scanty and incomplete state.

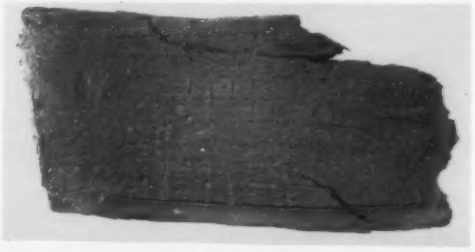
Pre-Norman Artefacts:

The excavation has revealed a number of 10th and 11th century ships' timbers, some of which were re-used as a foundation for a pathway. A wide range of everday domestic articles and ornaments of the 10th and 11th centuries has been found. Among these is a beautifully carved wooden figurine, possibly used in a pegboard game, a carved bone figurine (a deity?) which may also be a gaming piece and coins of the Saxon King Eadgar and the Dublin Norse King Sitric. Also found was a finely decorated leather satchel which may have been carried on a pack animal as well as a discarded piece of leather with the first six letters of the Latin alphabet in Irish miniscule style. Like the latter, a souterrain pot, probably attributable to a potter of the north-east of Ireland attests to the presence of native artistic and domestic influence in the Viking township. The 11th century Scandinavian art style, Ringerike, has been found on a delicately scored bucket stave, a roughly scored tiller or stirrer, and on a carved fretwork of two opposing cocks' heads on an object of unknown purpose. A variety of Anglo-Saxon wheel-stamped glazed wares and cooking wares has been found in addition to the Norman French vessels mentioned above. Other early finds of particular interest include a gaming piece of carved walrus ivory, a dyed woollen garment, a leather shoe (with a hole to relieve a



Drawing of delicately scored bucket stave. The Ringerike design became popular with 11th century Irish artists. About 6" long.

Silver coin of Saxon King Eadgar. Probably minted at Chester by Sigfried in the mid 10th century. About 2cm. (¾") in diameter.



Gaming board with pattern cut on a ship's timbers. About 1100

bunnion sufferer!), three skeletons — two female and one male — buried in a Christian manner and a considerable quantity of carbonized amber beads nodules and spicules suggestive of an industrial accident in an amber jeweller's workshop. Incised bone harp-pegs, an 11th century sword pommel, iron spoon-bits, glass drinking vessels, a silver ingot and a 12th century bronze prick-spur of French type all add to our growing picture of social life in Dublin before the Norman Invasion. Articles of unusual interest to have come to light include a Neolithic polished stone axehead and a tanged flint arrowhead indicating that the spot which was later to become Dublin was known and lived in more than 3,000 years before the arrival of the Vikings! A sherd of Roman Samian ware may show contact with a contemporary town in Britain (York?) which was once settled by the Romans.

The Norman-Period Structures:

The 1974-76 excavations concentrated on the reclaimed area north of the city wall. The broadness and shallowness of the Liffey appears to have made Dublin inaccessible to ships which had to anchor at a distance from the city. Close approach was made increasingly difficult by the gradual accumulation of silt and the absence of adequate dredging facilities. The excavations at Wood Quay have shown that land was advanced (i.e. reclaimed) to meet the ships since they could not appraoch the land. The need for improved quay-port facilities was all the greater since the recently settled Normans actively engaged in a flourishing early 13th century European trade which had resulted in an increase in the size and draught of ships.

The 1192 Dublin Charter admitted that citizens were free to "improve themselves . . . in making buildings . . . upon the water", implying that land was being reclaimed from the river at this date. The earliest advance of the Liffey north of the city wall at Wood Quay seems to have been made about or shortly before 1200 A.D. when a line of post-and-wattle about one metre high and 35 metres long was erected on the river gravel roughly parallel to and 25 metres north of the city wall. This line was intended to provide a stable fence or retaining wall for an emabankment which was meant to increase the draught of water. Six lines of similar nature divided the interval between the embankment and the wall into a series of rectangles; while these appear to be property boundaries they may also have facilitated reclamation. This rather flimsy arrangement appears to have been shortlived; indeed, it may have been intended as a temporary measure.

About 1210 A.D. it was superseded by a stout wooden framework or revetment a couple of metres further out. This was built of oak uprights behind which were placed horizontal planks set on edge and held in place by the pressure of backfill and

East part of wooden quay-front revetment. 1210 A.D.

Top of 13th century sewer or drain composed of disused ship's timbers. May have been used as foot-path.

town refuse which were heaped behind. The uprights were mortised into footbeams and were braced on the waterside by raking-struts which were mortised and tenoned into soleplates fixed at right angles to the footbeams.

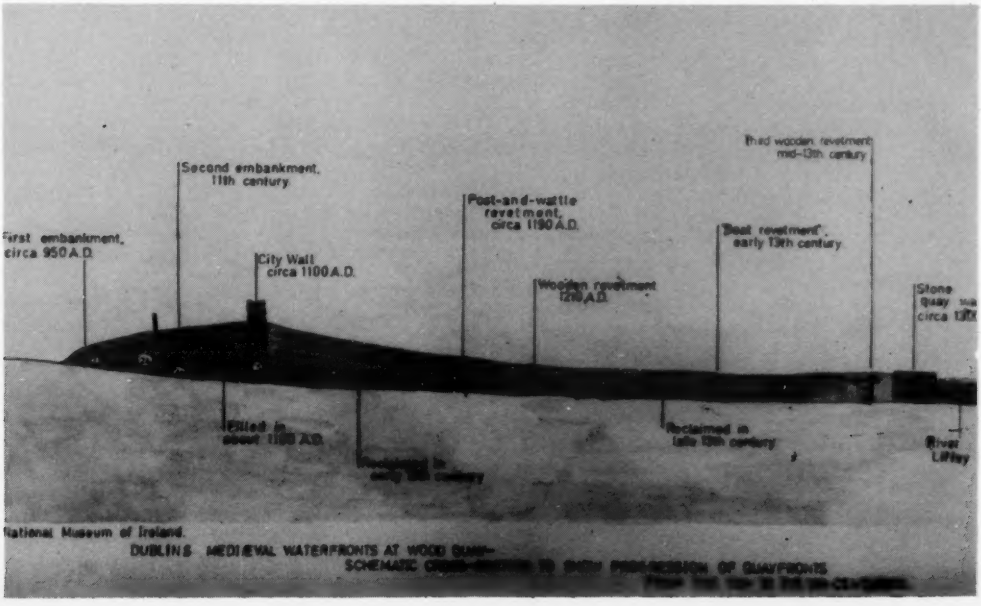
While this revetment or quay-front appears mainly to have been intended to deepen the water, it also enabled the newly made ground between itself and the wall to be utilised — thereby facilitating the growth of the city. The new ground was made by capitalising on estuarine mud and gravel as well as

by tipping gravel and town refuse on the site. Sheets of wicker were then laid on it as a foundation for cobbled pathways and, later, towards the end of the 13th century, large foot beams were placed on top. These probably represent the remains of a cage-work or timber framed warehouse complex and their positions echo those of the early lines of post and wattle underneath which may indicate a continuity of property boundaries from the Hiberno-Norse into the Norman periods. While it is tempting to regard the wooden revetment, just described, as the original "Wood Quay", this term is probably as likely to have derived from the shipment through the quay of wood or woad for dyeing.

The 1210 revetment was built in at least five different stages. Close study of these timbers has greatly expanded our knowledge of Irish medieval carpentry. There appears to have been considerable use of chisels, spoon-bits and adzes and little evidence of sawing. There is evidence of dowelling and mortising, while hardly any nails were used. Pre-fabrication was probably necessary owing to the muddy conditions of the shore; the tidal estuary and the Liffey's flash floods militated against prolonged periods of sustained work. The lengths of pre-cut boards and the pegless mortises tend to support this idea.

The placing of a free standing or rocking buffer at the water side of the revetment was probably meant to prevent docking ships from colliding with the raking struts of the quay wall. The later use of auxiliary uprights in rough stub mortises between the main uprights of the revetments shows that the pressure of reclaimed ground behind the revetment boards was pushing them out of place, underlining how difficult it was for these early 13th century engineers to strike a balance between the pressure of the tides and the pressure of reclaimed ground behind the weatherboards of the quay.

Not long after the erection of the first revetment, it appears to have been decided to push further into the river. This was achieved by means of another revetment built about 20 metres further out. This framework was only about 20 metres in extent, in contrast with the first of which upwards of 60 metres have been excavated. It was made of disused ships' timbers — some still nailed together — which were set on edge on footbeams and braced on the waterside by raking struts. This smaller revetment was linked to the first by means of a fence which was protected (from tides?) by a post and wattle break-water. The "boat" revetment collapsed probably due to the contraction of the ships' timbers incorporated in it and was replaced by a third wooden revetment not far from the present Wood Quay. This was braced from the inside by long-pegged tie beams which projected through the boards of the


Second embankment, 11th century
Post-and-wattle revetment, circa 1190 A.D.
Third wooden revetment mid-13th century
'Boat revetment', early 13th century
First embankment, circa 950 A.D.
City Wall circa 1100 A.D.
Wooden revetment 1210 A.D.
Stone quay
Filled in about 1100 A.D.
Reclaimed in late 13th century
River Liffey
National Museum of Ireland.
DUBLIN'S MEDIEVAL WATERFRONTS AT WOOD QUAY—
SCHEMATIC CROSS-SECTION TO SHOW PROGRESSION OF QUAYFRONTS

revetment against which they were locked by means of short cross-pieces threaded through holes in the tie beams. This arrangement is at least as old as the Vikings and was used to support the stave palisade on top of the second embankment about three centuries earlier at Wood Quay. To combat the great pressure which the river exerted on the wooden quay front a large triangular brace over two metres high was used to tie the footbeams to the uprights. This was done by half-lapping and dowelling the brace at the top, by dowelling it to the uprights and to the footbeams, thereby forming a protective lock at the revetment's weakest point — the splicing of two footbeams which were scarved or feathered and dowelled together.

Sometime early in the 14th century a stone quay wall was erected just north of the third wooden revetment. This was low and wide and marked the final medieval extension of the waterfront. The present quay wall is only the width of the present roadway beyond this point. The need for a deeper draught of water appears to have persisted into the 14th century, for as late as 1358 the merchants of Dublin complained to Edward III that "from want of deep water in the harbour of that city, there never has been anchorage for large ships from abroad . . ." all such ships having to anchor at Dalkey from where barges and boats transhipped their cargoes to Dublin. Despite the apparent failure of the large wooden revetments at Wood Quay they enabled a large area to be reclaimed from the river in the 13th century. Riverside extensions and the wooden revetments that allow of them have also been found at Amsterdam, Stavaren and Doredrecht in Holland, at Bryggen (Bergen) in Norway, as well as at King's Lynn, Norfolk, and at the Custom House, Trig Lane, and Seal House sites in London.

Drains, first of wood and later of stone, were another major structural feature of the site. Some of them were built of reused ships' timbers and all ran roughly north-south at right angles to the city wall and the revetments. They appear to issue from wooden tanks outside the wall. The contents of the largest appear to have been periodically removed by the ebbing tide after the water had been admitted to the tank through a sluice-gate. This example measured upwards of 40 metres long, averaged one and a half metres wide and was about one and three quarter metres high. It was built in six separate stages having uprights, soleplates and headplates as well as side sheeting which was secured in place by the pressure of dumped material. The top appears to have been used as a footpath, at least for a time. Two of the wooden drains were replaced in later medieval times by stone drains which appear to have been used until about the middle of the 18th century, suggesting a great continuity from medieval into modern times which recalls a continuity noted earlier from Hiberno-Norse into Norman times. Also found were plank-lined cesspits which sometimes intrude into earlier levels.

This pewter ampulla or pilgrim's flask was brought to Dublin from Canterbury in the early 13th century. This side depicts St. Thomas à Beckett, the scene of his martyrdom being figured on the reverse. About 3" across.

13th Century (Norman Period) Artefacts:

The site has yielded a considerable number of ships' timbers to which reference has already been made in the context of a revetment and wooden drain where cleanched planking formed part of the protective sheeting. Among the other parts of 13th century ships to have been found are frames, bulkhead, stems, a keel, a beam-knee, as well as two large "Y"-shaped timbers which may have been mast-crutches or **mykes**. Recent research by Dr. Michael Baillie of Belfast on the tree-rings of the Wood Quay ships' timbers confirms that they are of Irish origin and were probably made in Dublin, possibly at or not far from the site under discussion. This is supported by historical evidence which indicates that ships may have been exported from Ireland in the Middle Ages.

Pottery is the commonest artefact on the Norman part of the site. Local and imported wares are represented among the thousands of sherds. More than half the total appears to be of Dublin manufacture. Most of the imports are comprised of Bristol (especially Ham Green), Gloucester and west English wares. This is not surprising since in 1171-72 Henry II gave Dublin to his "men of Bristol for (them) to inhabit". Midlands, Chester and east English wares are less numerous. Pottery was also used for floor and roof-tiles, chimney-finials, curfews, candlesticks, aquamaniles, puzzle-jugs, mortars and piggy-banks (one with a 13th century coin still inside!) as well as for storage jars, cooking pots, tripod-pitchers, jugs and pot-lids — examples of each of which have come from the site.

Glazed jugs mainly from the Norman controlled region of Saintonge near Bordeaux as well as less fine specimens from north west France are also conspicuous among pottery imports. Less numerous are the more exotic SW French and

Rouen polychromes, painted French and Mediterranean vessels, Rhenish paffrath skillets and Spanish amphorae are even rarer. Only a couple of sherds of *archaic majollica* can be ascribed to Italy even though Italian merchants and bankers played a very significant role in the trade and finances of 13th century Ireland. Indeed, not only did they run the considerable wine trade from France, they may also have been in charge of the Saintonge and S. French pottery trade.

The finds reflect many aspects of the life of the medieval inhabitants of Dublin. Information about their dress and personal ornament is provided by the remains of woollen and linen fabrics, pins worn as fasteners and oranments, ornate leather knife-sheaths, boots and shoes. Toilet articles included bronze tweezers and wooden and bone combs. Household gear is represented by quernstones, mortars, stone and wooden bowls, troughs cut out of solid timber and stave-built vessels, stone lamps, shears and many specimens of iron knives and knife handles of wood and bone, as well as barrel padlocks and their keys. The majority of these articles were made by craftsmen living in the city: their equipment is represented among the finds by hammers, spoon and drill-bits, bone trial pieces, grindstones, axes and stone moulds. In addition, evidence for activities and pursuits of many different kinds is furnished by dice and games, fish-hooks, horseshoes and spurs. The commercial dealings of the citizens are evident from the coins, bracteates and reckoning counters as well as weighing scales. Religious ties with the church in Britain are obvious from the three pewter *ampullae* or pilgrims' flasks which commemorate St. Thomas a' Beckett and were brought to Dublin from Canterbury at the beginning of the 13th century. Two of these depict the figure of St. Thomas on one side and the scene of his martyrdom on the other, the third specimen being in the shape of a sword. Other objects of a religious nature include a carbuchon mount and glass crystal stud and a sheet gold object in the shape of a sheep's head — both of which may have come from reliquaries.

The Hiberno-Norse and Norman Environment:

Animal and bird bones as well as fish bones and shells are found in prolific quantities. Not only are species being identified but evidence of the longevity of the animals, of contemporary butchery practices and preferences of meat-joint, are also coming to light. Among the shells, cockles and mussels are most numerous with oysters, apparently, becoming more prominent as the Viking period wanes into the Anglo-Norman. Samples of insect remains are also taken which help to reconstruct the early urban environment. Similarly, soil and botanical material from the site will amplify our information on the life and environment of the city.

The Future:

Considerable research will be focused on the artefactual, botanical and zoological remains at the conclusion of the excavation. The results of this coupled with further comparative research into the structures and ships' timbers will be fully published. Dublin Corporation hope to display the finds in a new museum which will be part of the civic office complex on the site. The late 11th century stone wall will be preserved *in situ* and will form part of the museum display. The National Museum of Ireland and the writer are indebted to Dublin Corporation for their continuing support and co-operation.

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National Museum photographs.

* Mr. Wallace is an Assistant-Keeper, National Museum; and Director of the Wood Quay excavation site since 1974.

DUBLIN
HORSE SHOW
August
7th, 8th, 9th, 10th, 11th,
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THE BERETTA MILITARY PISTOLS

Major Richard J. Keogh, USAR

The firm of Pietro Beretta of Gardone, Vt, Italy, has been making firearms since the sixteenth century. In 1951 they introduced the Beretta Model 951. This was adopted as the official service pistol of Italy, Israel and Egypt. It was offered for commercial sale worldwide as the "Beretta Brigadier".

The Model 951 is an all steel, locked breech, single-action automatic which is solidly constructed and quite reliable. The same locking system is used as was used in the German Walther P-38. This system has a pivoted locking block under the barrel which locks the barrel and slide together at the moment of firing. The barrel and slide recoil together a short distance, before the locking block contacts an abutment in the frame. The block is cammed downward, out of engagement with the slide. By this time the bullet has left the barrel. The slide recoils, cocks the hammer, and moves forward chambering a loaded round.

Firing this type of pistol with the locking block removed is hazardous. It will definitely damage the pistol, and may injure the shooter.

In 1977 Beretta introduced their Model 92 in 9mm parabellum. The model 92 has the same locking system as the Model 951. However, the Model 92 is a double-action, aluminium-alloy frame pistol with a 15-shot magazine. The disassembly system, safety catch and magazine release are improvements over those used on the Model 951.

Both the Model 951 and Model 92 share a Beretta characteristic which makes them instantly identifiable. Beretta pistols have the top of the slide cut away so that the barrel is visible. All Beretta automatics have had this feature since 1915. No other modern military type automatics have an exposed barrel.

The Beretta Model 951 did not have a large sale in the USA, due to its price of $300 (F150). The Model 92 is now on sale at the same price. However, Beretta pistols are sold in many nations and they could easily turn up in any part of the world.

The safety catch, located on the left side of the frame above the grip on the Model 92, and as a push button thru the grip on the Model 951, locks the hammer and trigger meachanism solidly. Neither pistol has a loaded chamber indicator. Both models are simple, rugged, military pistols. Both pistols have checkered plastic grips and are made in blue finish only.

SUMMARY:

CALIBRE:	9mm parabellum, possible also 7.65 parabellum.
WEIGHT:	31 oz. for Model 951; 33.5 oz. for Model 92
LENGTH:	8 inches with 4.5 inch barrel for Model 951. 8.5 inches with 5 inch barrel for Model 92.
HEIGHT:	5 inches for both Model 951 and Model 92.
CAPACITY:	8 rounds in Model 951; 15 rounds in Model 92.
SIGHTS:	Fixed military type, non-adjustable.

DFAA FIXTURES:
GOLF — Inter-Comd; Semi-Finals, 15 June. Final, 29 June.
CHAPLAIN'S CUP. Final, 18 June, Fermoy.
MEDICAL SERVICES CUP— Final, 19 June, Fermoy.
ROWING— Coxed Fours, 19 June, Fermoy.
ATHLETICS— 23/24 June, Curragh Camp.

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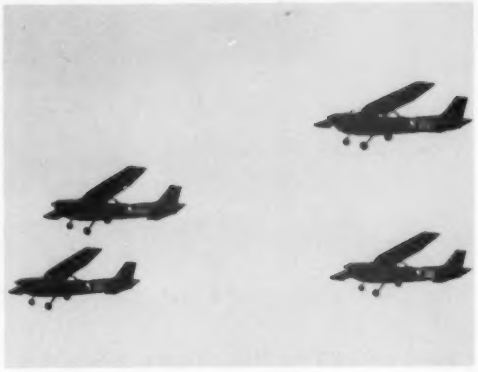
Air Corps Updated

Some months ago the editors of **Irish Air Letter**, *the monthly journal of current and historical Irish aviation, visited Casement Aerodrome. Their report in* **IAL No.46**, *was as follows:*

We first inspected the latest piece of equipment, King Air 200 234, delivered on the 12th July 1978, which is now operational together with sister ship 232. The primary mission of the King Air is fishery protection but the aircraft have also flown to the UK and the Continent on VIP emergency flights and for special servicing. The civil registration on King Air 232 has its origin in the contract of lease. At the moment, 232 does not carry its military serial, only its civil marks EI-BCY. In contrast, 234 carries its military marks but no civil registration (EI-BFJ) and has an Air Corps roundel on the tail. 232 was acquired in April 1977 and has already amassed many flying hours on fishery patrols together with an impressive tally of foreign destinations. Missions to Brussels and Luxembourg were essential VIP transportation flights, carrying diplomats to EEC meetings. A visit to Beauvechain (a Belgian Air Force F-104 Starfighter base) is illustrative of the Air Corp's ability to overcome difficulties to complete the mission, and was caused by an Air Traffic Controller's strike in Belgium earlier this year which closed the civil airport at Brussels, necessitating a diversion to the nearby military field. The Scandinavian trips and those to Bremen were for servicing.

The fishery protection work is performed at the request of, and to assist, the Navy. Although jurisdiction extends to 200 miles around the coast, the request at the moment is to patrol areas to the North, South and West (as far as 12 degrees West) of the country, the reason being that most fishing takes place in the more shallow waters nearer the coast rather than far out to sea. For patrol purposes, the entire area involved has been broken down into "boxes". Each "box" takes about 3 1/2 hours to patrol in the King Air, which is rather impressive when one considers that the average area of each box is some 10,000 square miles. Patrols are flown at 1,000 feet, and with the speed throttled back to 180 knots. Depending on the area to be patrolled, the aircraft departs Casement to either Eagle Island, Shannon or Cork VORs, and on entering the area commences a "ladder type flying pattern". The on-board radar scans forward and to each side of the King Air, which will descend to 200 feet to investigate any ships noted on the radar or spotted visually. The King Air's capabilities are ideal for this type of operation. Its 7 hour endurance allows for the 35 minute trip to Eagle Island, 3 1/2-4 hours of search and return to Casement with adequate fuel reserves. The crew comprises pilot and co-pilot and two observers, one of whom operates cameras to photograph



Cessna in flight.

offending vessels. Missions of this sort would simply not be possible with some of the slower aircraft which had been proposed for the job. The King Air's speed (and quietness) has also been found necessary to deal with some of the more flagrant violators of the fishery code. All vessels engaged in fishing are required to have identification marks prominently displayed, but the more brazen fish pirates have been known to cover up their marks with tarpaulins. On such occasions, it is essential for the patrol aircraft to approach quietly and quickly, as it may have only one pass at the vessel before its identity is obscured. All the King Air can do is plot the vessel's position, photograph and note its activities, and relay the information to the Navy for action. Even if arrest is not possible in any particular situation, in practice it has been found that the patrols have a great deterrent effect, in that offending vessels seldom if ever return to Irish waters for fear of prosecution.

Another advantage of the King Air 200 for this type of work is that it is an extremely comfortable aircraft, which minimises crew fatigue on these long missions, assisted no doubt by the on-board catering. The aircraft has excellent single engine performance which should ensure its safe return in the unlikely event of an engine shutdown over water.

A visit to the cockpit of 234 revealed a most impressively equipped "front office", with a very complete set of avionics, flight director system, HF/VHF, and the "piece de resistance" - an Omega/VLF navigation system. This abstracts data from no less than eleven worldwide US Navy groundstations (one as far away as Japan) and presents the aircraft's Latitude/Longitude position with great precision on a digital display. Even if poor reception means that some of the groundstations cannot be received, as long as any two stations are being received, this is sufficient for

Fouga Magisters.

a plot, although it is advisable to use three at least to avoid errors. The equipment continually updates the position. Although the system is dependent upon the groundstations, the operation of these has now been guaranteed by the US Navy. The same result is therefore achieved as would be with a much more expensive Inertial Navigation System (which is not dependent on any ground aids) giving the taxpayer value for his£. King Air 232 does not have this system at the moment but it will be installed shortly. The "Radio Call" on 234's panel has not yet been changed and reveals its former American registration N4914M.

Both King Airs are leased for a 3 year period from the German operated Swedish based Beech agency, United Beechcraft. This period will enable a thorough evaluation of the aircraft to be completed in an operational environment, pending a decision on the further leasing or outright purchase of aircraft. A larger aircraft may be required if the decision is made to patrol the full 200 mile limit. It is because the existing aircraft are leased that they remain in their Beech colour schemes, and are not in Air Corps colours. The pilots qualified on the Beech have received a conversion course from Beech at their Wichita facility, and there is an on-going training programme at Casement. On the day before our visit, one of the King Airs had shown its use in the Search and Rescue (SAR) role. Returning towards Shannon at the end of a fishery patrol, the aircraft's commander was requested to initiate a search for a small lobster boat in difficulties in the Shannon Estuary which, luckily for its occupants, was spotted by the King Air on its run into Shannon over the Estuary, where it had intended to refuel before starting the search.

In conclusion about the King Air, it is probably true to say that it has revolutionised Air Corps flying. In contrast to the situation which existed some years ago, the Air Corps is now operating sophisticated "state of the art" technology and performing, in the demanding fishery protection role, a service of direct and immediate benefit to the nation. The fact that the Corps has so easily managed to adopt this novel role is an indication of the calibre of the personnel involved, which is further evidenced by the fact that they also manage to double up as a VIP transportation flight when occasion demands, and so travel abroad, something which seldom happened before. Although the operation of these King Airs must not be inexpensive, there can be little doubt that the taxpayer is getting value for money.

We visited the Magister hangar and noted 215, 216, 217, 219 and 220, the missing 218 being at Dublin for rework. Some additional information on the Magisters is that the first four (c/n 357, 358, 359 and 390: ex Austrian Air Force 4D-YJ/K/L/U) were refurbished by Aerospatiale at Chatereaux before delivery, and 219 and 220 (c/n 298 and 299) were originally constructed as part of a batch for the Belgian Air Force, but during production were earmarked for the Katanga Air Force, but never delivered and were then placed in storage before being refurbished at Bordeaux for the Air Corps. The Corps are well pleased with the Magisters. Whilst it is conceded that they do not offer any increase in performance over their predecessors, the Vampires, the Magister is a much newer aircraft and is vastly more reliable. In fact, a comparison of both aircraft's performance statistics (taken from the Observer's World Aircraft Directory) is quite instructive. Both types have practically the same wing span and length. The Vampire (the prototype of which first flew in 1943) has a more powerful engine, one De Havilland Goblin producing 3500 lbs s.t. as compared to the Magister's 836 lbs s.t. from each of two Turbomeca Marbores. On the other hand the Magister is a much lighter aircraft, and so would not need as much power. Its fully loaded weight of 6978 lbs is in fact less than the Vampire's 7380 lbs empty weight. As against this, the Magister is a newer (first flight in 1952) and more reliable airplane and so is nothing like the maintenance problem that the aging Vampires were becoming. Also, the Magister is a much more agile and manoeuverable aircraft, and flies with two of Europe's premier aerobatic teams, the Patrouille de France and the Belgian Red Devils.

All nine active SF.260 Warriors were noted together with the instructional airframe 233, which is ex Zaire Air Force. There was no sign of the

wreckage of 224 which crashed some time ago, although it is believed to be still on the base. All primary training is now undertaken with the SF.260s, quite a potent machine compared with the earlier training equipment. Initial fears that the SF.260 might prove too much for students to handle have proved groundless. (Another instructive comparison can be drawn here with the US Navy who up to last year performed all their initial training at Whiting Field, Florida, on the aging T-28 Trojan, a giant aircraft whose loaded weight is 8247 lbs and which is powered by a massive Wright R-1820 radial engine cranking out 1425 hp. These are now being phased out of service in favour of the turboprop T-34C Mentor).

None of the Cessna FR.172s (based at Gormanstown) were noted, except for the wreckage of the luckless 204, recently retrieved from its crash in the Shannon. This aircraft crashed while engaged on a bird survey for the Wildlife department, further evidence of the useful tasks which the Air Corps are performing. There would appear to be a growing realisation of the many practical uses to which the airplane can actually be put. Missions are also flown for the Forestry and the Ordnance Survey departments.

Chipmunks noted, all hangared, were 164, 166 and 168 and 172. There are two scrapped Provosts currently on the dump, 181 and 184, and Provost 189 is in the middle of the field used for fire practice. On the preservation front, Miles Magister 34 looks in immaculate condition, although its wings are not yet fitted. It is proposed to start work soon on Anson 141 to restore it to "engine running" condition for display purposes.

A break for coffee in the Officers Mess provided an opportunity to inspect the sumptuous VIP lounge, which contains many interesting momentos of Casement's past. Also kept there are many models of the various types which have been considered by the Air Corps as possible purchases, presumably presented by manufacturers, and including models of the Italian MB.326 jet trainer, the King Air 200, Dornier Skyservant and a Coastguarder (maritime version of the HS.748) in Air Corps markings! Of considerable interest was the Visitors Book, which goes back to the 1930s and includes the signatures of such notables as "Wrong Way" Corrigan, Dwight D. Eisenhower, Henri Potez (probably not one of the more popular entries) and Edward Heath, who held a conference with the then Taoiseach Liam Cosgrave a few years ago at Casement in the VIP lounge. Also included in the Visitors Book are signatures from practically every part of the United States, the crews of the USAF C-118s and C-124s which brought out Irish troops to the Congo in the early sixties on United Nations airlifts. The bar has an impressive mural which commemorates the flight of the Bremen, which departed on its epic flight from Baldonnel (as Casement was then known), as well as unit badges from visiting military units.

Alouette III helicopters in flight.

Continuing with the tour, we reviewed the survivors of the Air Corps once very active squadron of DeHavilland T.55 Vampires, now in the process of disposal. The former instructional airframe XE 977 has been immaculately preserved as a gate guard outside the Apprentices Hostel and now wears its Air Corps serial 198 and unit markings. The 'Corps first Vampire 185 has already been airlifted out by French Air Force Transalls for a French museum, although one of its wings still remains at Casement. 191 is in the process of being done up for preservation in the Irish Aviation Museum at Dublin Airport. 192 will shortly be presented to Bolton Street technical school. The remaining aircraft 186, 187 and 193, having spent a

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considerable time withdrawn from use in the open, were advertised for sale by bid earlier in the year, and have been sold to an American, Captain Jim Cullen from Colorado. His personnel are in the process of dismantling the three aircraft for crating and onward shipment to the US. It is believed that Captain Cullen is not an aircraft enthusiast who has bought these Vampires for Preservation but that he is engaged in some sort of experimental work for the US government and that the aircraft, or at least some of them, will be restored to full flying condition. The current US Civil Aircraft Register shows a Jim Cullen of Monument, Colorado, (presumably the same person) as being the owner of a T-33, N652, which was in fact one of the former Dutch Air Force aircraft which passed through Shannon on delivery to the US some years ago. The Air Corps Vampires will not be the first of the type to go onto the American register. They will join four ex Royal Canadian Air Force F.3 Vampires (the single seat version) and 12 ex Royal Australian Air Force Vampire T.35s.

Another veteran Air Corps type, which stopped flying earlier this year, is the DeHavilland Dove. 176 is parked beside the Tower, looking rather forlorn, and will be used as an instructional airframe and be eventually scrapped. The other two Doves 194 and 201 (the calibration aircraft) will be advertised for sale as being in a potentially flyable condition. A replacement is under consideration.

Our final visit was to the Helicopter Unit, and Alouette IIIs 195 (still under repair after its accident), 196, 197, 212, 213, and 214 were noted. The Alouette III has given long and sterling service; some of the high-time aircraft are approaching 3000 airframe hours. The primary mission of the helicopter is that of SAR/Air Ambulance but other types of flying include VIP work together with Army, Garda and Navy co-operation tasks. A large map of Ireland on the wall of the Operations Office has a red pin for every Medevac (medical evacuation) mission, to show from where the victim was uplifted. Most of these cases involve spinal injuries, which require quick and smooth transportation, and the usual destination is Our Lady of Lourdes Hospital, Rochestown Avenue, Dublin, which has a windsock but no navigational aid. The Aran Islands have many red pins, as the Alouettes are frequently used to bring injured people off the islands when the seas are too rough for shipping. The same map has a black pin for every SAR mission. Most of these are around the coast, small vessels in difficulty near to the shore, but there are several cases of inland rescue, mostly climbers who have got into difficulties in mountainous terrain, and some light aircraft crashes on high ground.

The statistics show clearly how invaluable this service is. In 1977 there were 28 SAR flights, with 9 lives saved, and 96 Medevac missions. The figures for this year to the date of our visit are 35 SAR flights, 12 lives saved and 66 Medevac flights. Since this service began in 1964, there have been a total of 441 SAR flights, with 115 lives saved and 772 Medevac. The definition of a "life saved" is where the medical experts are prepared to certify that had the Air Corps not intervened, the victim would not have survived. These figures speak for themselves and comment is not really necessary, except to remark on how essential such a service is to the community.

Crew on a Rescue mission comprises pilot, winch operator and a crewman who travels down on the winch to collect the victim while the helicopter hovers overhead. The Air Corps is requested to assist by the Marine Rescue Co-ordination Centre at Shannon. One Alouette is at all times on standby at Casement in case it is required.

The Rescue service provided by the Alouettes is basically an inshore facility, as the Alouette is not equipped for long range over water flying. It is a single engined aircraft, which explains why the crews normally operate to only three miles off the coast: an engine failure far out to sea would leave the rescuers themselves in need of rescue. Other reasons are the lack of navigational equipment (apart from the compass the only other navaid is the "Mark I eyeball", although some of the Alouettes have a VHF/UHF Homer) and the fact that the radios, particularly the HF, have been found to be somewhat ineffective. As we are very much a maritime country, and as many vessels get into difficulties considerable distances out to sea there is a real and immediate need for a long range twin engined helicopter, with the necessary navigation equipment for the task. It is submitted that funding for such an operation should be provided as a matter of priority. When humanitarian considerations required intervention in the past, the Air Corps have responded, and have gone out as far as 70 miles off the West coast to the assistance of distressed trawlers, but this is really asking a bit much of the personnel involved, and it is again a mark of their dedication that they have been prepared to undertake such missions. In every such case, the rescue has been undertaken with the assistance of an RAF Nimrod from St. Mawgan, arranged through the Shannon MRCC. It is the Nimrod's function to provide top cover for the helicopter, flying out to locate the exact position of the vessel, which it relays to the Alouette, relaying messages between the helicopter, the vessel, and the MRCC, and overseeing the safe return of the helicopter to the coast. It is heartening to see such inter-service co-operation for humanitarian reasons, but the fact remains that Ireland's west coast is the most suitable base for a helicopter required for rescue duties in the Atlantic, and the sooner suitable equipment is provided the better.

In conclusion, our visit to Casement witnessed the Air Corps settling down well with its new equipment, and playing an increasing role in the

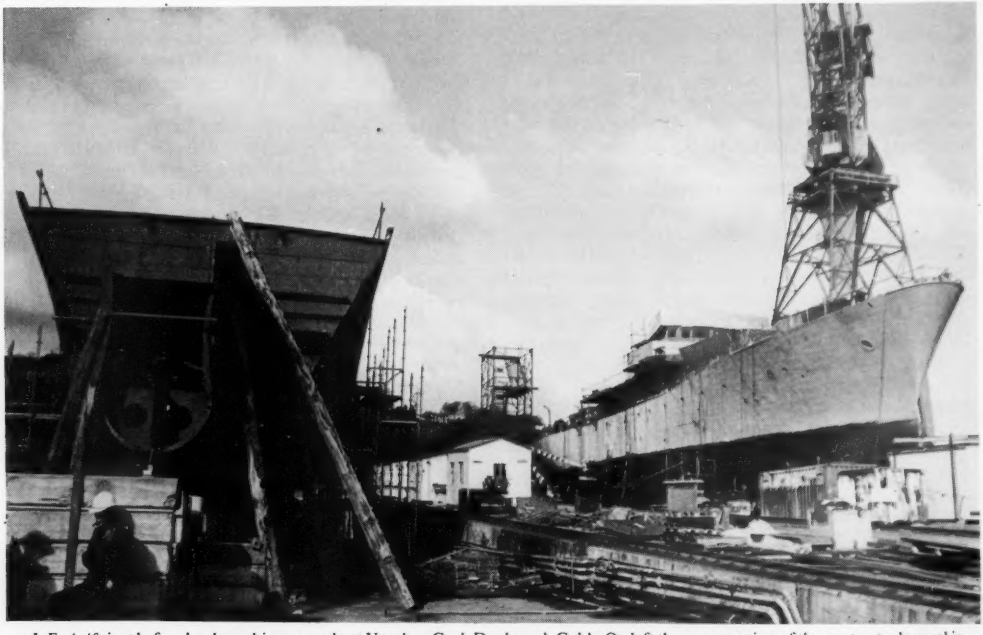
Beechcraft King Air.

Cessna.

(Photographs by the Air Corps)

service of the community, something which few people realise, as adequate public attention has not yet been drawn to it. As more new equipment is acquired, this role will continue to expand and by all accounts, the Air Corps will be able to meet the task.

We would like to express our appreciation to Lt. Col. M. Cassidy for the time he took to show us around, and for answering all our questions, and thanks are also due to the many other personnel with whom we spoke, all of whom displayed a depth of knowledge in their particular areas, and especially to Comdt. J. O'Brien for his briefing on the SF.260s and to Comdt. K. Byrne for his talk on the Helicopter Operations. In particular we would like to thank Comdt. K. Hogan for briefing us so fully on the King Air operation. The sight of a KA200 approaching at full tilt at a height of some 50 feet, beneath the level of the hangars, is a moving one (literally) and a demonstration of precision flying that would have done the Red Arrows proud.

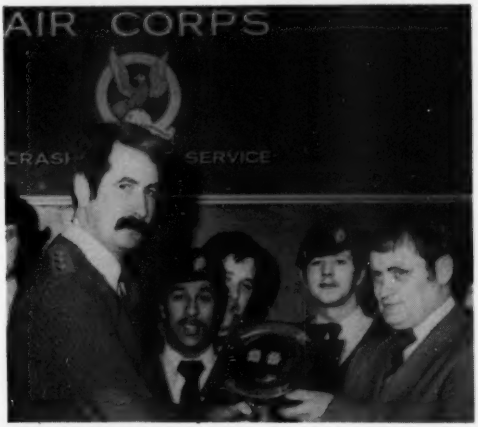


L.E. Aoife just before her launching recently at Verolme Cork Dockyard, Cobh. On left the construction of the next patrol vessel is well under way.

(N.S. photo)

Air Corps

A/M Kenny and Delahoyed, Gormanston, with the recently delivered Rapid Intervention Vehicle.
(Air Corps photo)



Sgt. W. Kilduff who recently transferred from the Transport section, Baldonnell, to Clancy Bks., received a presentation from Capt. W. O'Hanlon, on behalf of the Section.
(Air Corps photo)

The servicing crew of Helicopter 195 shown on completion of their re-building of the ac., after a crash. L. to R.: Sgts. W. Byrne and B. Roycroft; Cpls. A. D. McDonogh, J. O'Sullivan, A/M J. Cronin, A. Cronin, M. Hayden.
(Air Corps photo)

Cpl. R. Coventery from Tallaght, winner of the *An Cosantóir* trophy as best student on the 4th Potential NCOs Course at Casement Aerodrome.
(Air Corps photo)

Lt. Gen. J. C. Smith, Deputy Asst. Minister, Canadian Armed Forces, who visited the Air Corps recently, with the OC Col. J. O'Connor, and Major Day.
(Air Corps photo)

WHAT THE PAPERS NOTICE

THE GLEN

The tragedy in the Glen which resulted in the death of three youngsters and injuries to nine others was of course the saddest and most widely reported news of the period. Even the very full expression of regret by the Minister and Army Spokesmen could not do justice to the sorrow within the Forces that a happy outing in a place we all know so well should have had such tragic consequences.

It is difficult to resist the temptation to deplore the impossible proposals and outlandish accusations made by some leader writers and Public Representatives but in the very sad circumstances that would seem to be the proper thing to do.

UNIFIL

The 44th Battalion and UNIFIL Headquarters Company were very much in the news as a result of the Naquora attack and the widespread shelling of the Battalion area. Despite communications difficulties the newspapers seemed to have coped well with details and names of casualties which may have been of some reassurance to relatives and friends of those involved.

The leader writers joined battle also and the *Irish Press* under the heading "INCIDENT AT NAQUORA" felt that "there is something ominously suggestive of a war situation in an Army statement on Wednesday which said 'After a quiet night the shelling recommenced at 10 o'clock this morning. All troops are well dug in, there are no casualties". The Leader concluded that the Lebanese situation would recall tragic memories of Niemba:

"This was also part of a UN peace-keeping force but it is probable that the Baluba tribesmen who attacked them had never heard of Ireland, or of the United Nations for that matter. The excuse of ignorance cannot be advanced by the Lebanese Christian Militia".

The most unusual approach to the problem was an *Irish Times* report which had this Top Sacred item "The Bishop of Marjayoun, Mgr. Shaar Atanaseus, has called on UNIFIL CHAPLAINS to persuade UN Soldiers not to support the SYRIAN-PALESTINIAN DRAGON".

Ted Levite in the *Sunday Press* reported that MR. TIMUR GOSKEL of UNIFIL had been loud in his praises of the Irish at NAQUORA. "They stood up to it in a most exemplary manner, reacting as if they had been under such devastating fire all their lives".

IRISH FLAGS

The presentation of Professor Hayes-McCoy's last book, *'A History of Irish Flags'*, to the Army Library received suitable coverage for such an auspicious occasion. The book was accepted by Brigadier-General P. D Hogan, who had already been thanked by the late author in his 1970 Preface for his contribution, as Lieut. Colonel P. D. Hogan. In his acceptance speech, the Brigadier-General, according to *Pro Quidnunc*, "hoped that the general public would not be too shocked to learn that the Army HAS a library". He recalled "Professor Hayes-McCoy's associations with the present-day Army flags — he designed the six Brigade flags and the flag for the Cadet School — and was very annoyed to see somebody had improved on his design".

Lt. Col. Tom Quinlan, O.C., 45 Inf. Bn. UNIFIL.
(Air Corps photo)

The book which must be the definitive work on its subject allows that "The Irish Army has been slow to develop a system of unit colours". The author regrets "the inaction of the Department of Defence in failing to provide flags for an established army". Evidently the first unit to provide itself with a colour in 1923 was the transient "Railway Protection Repair and Maintenance Corps". The flag had one side blank, a shamrock in each corner and the Army crest in the centre surmounted by the name of the unit. The flag outlived the unit.

We should of course acknowledge that the presentation by Dr. Kevin Danaher was on behalf of the Military History Society and the Academy Press who printed this splendid book.

OLD SWEAT

The *Cork Examiner* gave a suitably long account of the career and activities of someone they described as "the longest serving Officer, NCO or man in the Irish Army, due to resign on Monday to take up a position with a company in Cork."

The long player in question was Comdt. John Slye, and when the *Examiner* said he was taking up a position with a Company they didn't mean he was fighting a rearguard action. He was going to an appointment to a Cork City Concern after some 44 years Army Service.

According to the *Examiner* "Comdt. Slye joned the Army at the age of 15 in November, 1934, at 13 shillings and 2d. a week, was made a corporal at the age of 16½ and was commissioned from the ranks in 1943." It is probably a little late now to charge him with enlisting under age.

He spent 13 years in the Cavalry Corps "literally cycling all over the country" and no doubt having seen the rest of it settled down in Cork. The detail of his civilian activities seems endless. "Cork Folk Dance and Choral Festival, Cork Film International, Lord Mayor's Carol Concert, 6th Cork Boy Scouts, Douglas Parish Fund Raising, I.S.P.C.C., Polio Association, Heart Foundation, etc., etc." And he wasn't even a Corkman, he was a native of Co. Offaly.

So now there is a vacancy for the longest serving member. Any applicants?

IN THE NAVY

It was widely believed that this was the Year of the Child. According to Basil Peterson in the *Irish Times* it may yet become the "Year of the Admiral". This was the heading he used in a most informative article on rank structures and the recent inclusion of Brigadier-General and Rear Admiral in Peace Establishments. Wrote Basil —

"Since the Civil War the Defence Forces have been, until very recently, singularly shy of generals. Even during the years of the second World War, euphemistically known as the "Emergency", when the country raised and trained the largest number of armed men in its history, the number of generals was strictly rationed. The Chief-of-Staff, a lieutenant-General, had under him two major-generals commanding divisions but all other senior posts, including the Adjutant-General and the Quartermaster-General, were held by colonels.

It was a colonel's force but luckily without any Greek overtones. Colonels commanded Brigades and colonels commanded corps and services. A colonel was Assistant Chief-of-Staff and colonels commanded Commands while in some cases colonels commanded other colonels. A plethora of colonels ran the expanded Defence Forces."

A plethora of Colonels — what a nice description. will it be followed by a Bevy of Brigadiers?

But the Navy was always Basil Peterson's love and he concluded —

"That this has been recognised is indicated by the creation of the rank of Rear-Admiral in the peace establishment of the Defence Forces. This is a unique situation. Irishmen have been admirals in the British Navy and others like Barry in the United States, Brown in Argentina and O'Higgins in Chile have risen to supreme command but not until now has the rank of admiral existed in forces raised and commanded by the Irish people."

The article, too long to cover here adequately was well worth reading not least for its complimentary references to our UN peace-keeping contributions. We will spare all your blushes by not repeating same.

IN THE DUMPS

On April 20th, according to the papers, "The Irish Housewives Association has called on the Government to mobilise the Army to clear domestic refuse from Dublin streets if the Corporation fitters and mechanics continue with their unofficial ban on overtime". It's not the case mark you that the men who remove your bin are on strike or going slow. Their equipment is out of action. How we are to manage the I.H.A. didn't say but if we are asked to remove the rubbish how can we refuse.

It would be interesting to list the roles in which we have been cast or have been proposed for us recently:

Bus Drivers
Water Workers
Water Pipe Repairers
Bin men
Postmen
Fishery Conservators
Cross Country Marshals
Anti-Vandal Vigilantes
Electricity Shift Workers
Cash Escorters
Firemen
Bridge Block Removers (URBS INTACTA)

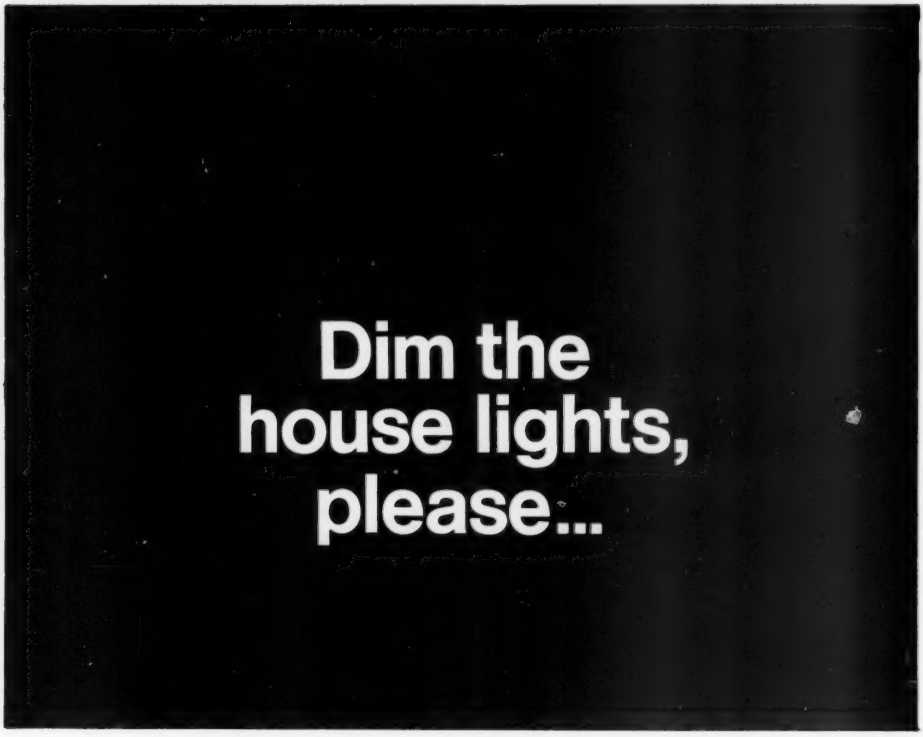
Any additions?

CORRIGENDUM

Basil Peterson's article in the *Irish Times*, mentioned elsewhere, evoked an interesting letter from Mr. Wm. P. Ryan of Montpelier Hill. Mr. Ryan had a correction to make and living as he does halfway between Collins Bks. and GHQ he must know what he is talking about.

"Sir, — In his article under the above title (April 12th) Basil Peterson mentioned that the British entered the first World War with brigadier generals and emerged with brigadiers. In fact, the change took place two years after the war. The *Irish Times* of March 27th, 1920, announced that the rank of brigadier general was abolished and substituted by "colonel commandant" or "colonel on the Staff"."

"Colonel Commandant", who would have thought such a rank existed in the British Army. It is always associated with our early days when many ranks were added to the rank of Commandant. But Mr. Ryan continues —



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"It is common for newly founded armies to get their military organisation with their equipment, and to develop independently thereafter. The reason the Irish Army had no brigadier general when formed was that the British Army of the day had none. When the two grades of colonel were not adopted the Irish Army lost a rank. By Army Order 76 of 1928 the British Army changed the title of the upper grade colonels to brigadier, retaining the same badge of rank.

What had Tim Healy against brigadier generals, anyway?

Yours, etc.,

WILLIAM P. RYAN,
28 Montpelier Hill, Dublin 7."

The reference to Tim Healy arises from a phrase in Basil Peterson's article — the non-existence of Brigadier General Rank "in the Defence Forces may have been a reaction to Tim Healy's remarks".

What was Tim Healy's remark?

FOLKLORE

We were wondering if Col. Verhoeff's article in the April issue had prompted any of you to start collecting material which would fill the gap he commented on about "the lore and language of the Irish Soldier" in our own Army? Did anyone ever track down the origins of that expression used so often on the Bog in our turf-cutting days when the soldiery referred to DAVY, THE GOD OF RAIN? If there was a possibility of work being suspended due to rain, the reluctant turf cutters would look skywards and call out "Send it down Davy" or words to that effect. Not so widely used was the name 'McCormack' for the Sun. If that Diety showed signs of bursting through and dispersing the rain clouds he was told to go elsewhere in the most soldierly language.

Colonel Verhoeff's reference to Padraic O'Farrell's book, *Irish Soldiers' Jokes* came to mind when perusing a copy of *The Sprig of Shillelagh* — a monthly Journal of the 27th Inniskillings — dated Sept. 1st 1894. It cost 2d., obtainable in Guys of Patrick St., Cork, and is fascinating. Included in the Regimental News items are the following:

'The C.O. has been pleased to make the following appointments —

To be Pioneer— Pte. H. Burkett, E. Co.;
Pte. T. Kavanagh, C. Co., as Canteen Waiter;
Pte. H. Clarke, C. Co., as Silver Man, Officers' Mess;
Pte. T. Brady, F. Co., as Servant to 2nd Lieut. F. C. Loftus.

'Good Conduct Pay:—

Pte. H. McCusker, C. Co., granted 1d. w.e.f. 4/7/'94;
Pte. P. Doherty, C. Co., discharged 'Invalided' is granted a pension at the rate of 8d. per day for 36 months.'

The Wit and Humour Section would keep some British Comedians in material for years. Samples:—

"Captain we're entirely out of ammunition", said a Sergeant of a company to an Irish Captain. 'Entirely out', said the Captain. 'Yes entirely out, sir!' 'Then cease firing', said the Captain.

An Irishman who had just landed said, 'The first bit of mate I ever ate in this country was a roasted potato boiled yesterday; and if you don't believe it I can show it to ye, for I have it in my pocket.'

Times don't change, no matter what the *Irish Times* tells us.

IN THE NET

Olivia O'Leary of the *Irish Times* spent a week with the Minister for Fisheries, Mr. Brian Lenihan, and came up with the following harbinger of a long hot summer in certain areas.

'he walks across the road to give a pep talk to the inspectors and chairman of the old Boards of Water Conservators, soon to become part of a new seven region system. He sympathises with those who had to enforce conservation measures which hit the fisherman's livelihood but the public no longer took a romantic view of the poacher; the poacher was now regarded as anti-national.

The navy had been a bit raw in their first year of fishery patrol offshore, he said, but the army and guards would now help them.'

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BOOK REVIEW

CHARLIE COMPANY. Peter Cochrane. Chatto & Windus, London. £4.95.

In the forward to this excellent book, the author tells us that *"by coincidence the active service that I saw in the second World War was all with the same rifle company. It seemed worth while to attempt to describe some of its vicissitudes."*

Normally, when you read something like this, you're prepared for the worst. It is an unfortunate fact of military bibliography that far too many people, of all ranks, ages and educational background, have thought it worth while to write down their endeavours and endurances of some campaign or other. At best they produce books of limited appeal to those immediately involved; at worst they inflict on us a monumental bore of scattered, random reminiscences, poorly recalled and badly written.

Peter Chocrane avoids these pitfalls. If this book does nothing else it gives a young officer's uncoloured and certainly unglamourised account of what it was like to leave the cloistered world of Oxford for the raw, bruising reality of the Libyan desert. It has the very smell of verisimilitude and accuracy about it, and should prove to be of absorbing interest to a platoon commander, who is naturally curious about what leading a mixed group of 20-30 individuals when the bullets are flying, is really like.

Leaving the minutiae of day-to-day life under active service conditions aside, this book contains a great deal of straight thinking. Take, for instance,

> "to the historian, battles are important if they produce a radical shift in the pattern of the war, and they are big if large numbers of troops are involved. To the ordinary soldier the result is certainly important - have we won or lost? - though he tends to think first of the immediate result in his own sector: but whether he is involved in a 'big' battle is immaterial. He can only do what he can, for as long as he can, in a skirmish or a major set-piece, and the extent of his capacity and the style in which he exerts it depend on his training and morale."

Even those who have risen beyond the junior officer rank will get some food for thought. The fact that it's nicely blended with humour doesn't do a bit of harm.

> "The brigade orders for the operation were fairly complex because we had some tanks allotted to us as well as the divisional and corps artillery. I got the orders out and after his usual careful check the Brigadier signed them.(Anybody really anxious to outlaw modern war should concentrate on the duplicating machine, not nuclear missiles.) Off went the orders to all concerned and off I went to the battalion to command C company in the attack, with a lively and personal hope that I had got the timings right for the barrage, the attack and the counter-attack supporting fire. It was a salutary experience, to be recommended for all staff officers, and a good example of the transmission of orders down to the actual executant, the private soldier."

And so say all of us. There's a good deal more about life under fire in the desert and in Italy, but there is also a delightful, even bizarre interlude when the author is sent off to the United States as a delegate to an International Students Assembly ('You were at Oxford when the war started, weren't you? good, you'll do!) for an astonishing couple of months. In company with Russian, Lithuanian, Norwegian, Chinese and even Japanese delegates. To be snapped from the roar of the guns to a subsidised "swan" all over peacetime USA must have even been a bigger transition then from Oxford to Charlie company of the 2nd Queens Own Cameron Highlanders, but Peter Cochrane manages it with a style and panache which must have given that lovely touch of class to a very fine book.

M.D.B.

THE BRITISH ARMY OF THE EIGHTEENTH CENTURY. Colonel H. C. B. Rogers, O.B.E. London George Allen & Unwin. £6.50 (plus VAT in Ireland)

This work, by a professional military historian, resolves itself, quite naturally, into two halves. The first half, by far the more interesting to the general reader, traces the development of a standing army from relatively unorganised militia and yeomanry groups. This organisation and development were bedevilled by the resistance of Parliament, which did not encourage the formation of a well-drilled and highly-organised force which might become the instrument of its downfall.

The author gives a factual, and lucid description of this development. It is a period beloved of the romantic historical novelists:- the Seven Years' War; the Jacobite risings of '15 and '45; the American War of Independence. Irishmen fought with this army; and Irish Wild Geese fought against them. Incidentally, it hurt my honest chauvinism that the Irish at Fonteroy are dismissed in what, in essence, is a parenthesis.

It is in the second portion, when the author concerns himself with strategy and antics in a number of selected engagements that this ordinary reader found the book less than satisfying. We are grateful for his clear distinction between strategy and tactics; but even the lay reader feels that he relies too much on one classic author, General Carl von Clausewitz. It is obvious from his bibliographical notes that he relies considerably on secondary rather than on primary sources - the quotes from his hero von Clausewitz are taken from an English translation - and one feels sure that the experienced military reader would be still more dissatisfied with the author as an analyst.

Still, it is clearly-written, compendious work of reference - itself a useful source of background material to the historian of the period; and even the theatrical costumier will be grateful for the illustrations and for the quality of them.

Sean Corkery

"AUSTERLITZ 1805" Christopher Duffy. Seely Service & Co. London. £5.95 + VAT.

The author is not only a capable man he has also enjoyed advantages in excess of those enjoyed by earlier historians. The recently released Russian records of the period allow a more balanced judgement. The production of 'War and Peace' in which the author participated involved not just walking the ground but marching bodies of men over it. He has had a lot going for him.

His book is an excellent product of the authors capability and advantages. As a lecturer at Sandhurst he has obviously developed a capacity to engage and hold an audience. For this he does from the formation of the alliance against the French through Ulm, across Europe, through the preliminaries to the day of the Storm of Fury and Bloodshed the world knows as 'Austerlitz'.

There are the occasional waxings of cynicism in the text which cause one to gloat when one succeeds in figuring out the meaning - but which cause resentment when one fails, e.g. "He betook himself to Colonel O'Rourke . . . and told him to mark narrowly the direction of any retreat". I still resent that one! 'How-and-ever' (as they say in O'Rourke's part of the country) that is petty criticism. The book is otherwise excellent. It has 15 helpful maps and 19 useful illustrations including photographs of the battlefield. There is an Order of Battle, Bibliography and Index. And an attractive dust jacket.

The author renounces 'any claim to have produced a definitive account of this very complicated action'. He is suggesting in unwarranted humility that even with all he had going for him he may have blown it! I think he should be a bit more proud for his book, if not definitive is certainly going to be the most widely read. He has taken a fascinating subject and given it the full professional treatment. I recommend it so strongly I would almost loan you the money to buy it!

C. L.

Marie Françoise André, 17 Rue St. Dominique, Paris.

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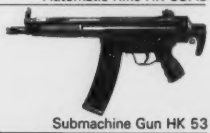

Submachine Gun HK 53

Machine Gun HK 21A1

Light Machine Gun HK 11A1

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